whole edifice is now considered to be complete except the tower. The whole of the restorations have been carried out according to the design of Mr. Carpenter, in the Early Decorated style. The roof and walls are all of stone,—the former in thin laminæ. The material, however, it is feared, will not be very durable. The chief window of the chancel represents the crucifixion; there is also a stained window in the south aisle. The roof, interiorly, is an open one of timber; and the stalls, &c., are carved. Most of the woodwork is oak. The north aisle is not yet pewed. ——On Saturday week the foundation stone of a new school-house was laid at Wimborne, for the Queen Elizabeth Grammar School boys. The school and masters' houses are to be in the Tudor style, and they stand on the old site.——A mural monument to Richard Davies, Bishop of St. David's nearly three centuries ago, has been sculptured by Mr. E. Davies. The prelate is represented with a pen and lexicon, intended to denote the process of translating.——The new church of Ganerew, near Monmouth, was consecrated on Thursday week before last. The old church had fallen to decay, and the widow of the late Major Marriott offered funds for a new structure, as the best possible monument to the memory of her husband. Mr. Pritchard, who is engaged in the restoration of Llandaff Cathedral, is the architect employed. The edifice is in the transition style, between Early English and Decorated. The cost exceeds 1,500*l.*—— The main building destined for the cattle-show in Lower Essex-street, Birmingham, will be 320 feet long, and 100 feet wide, with subdivisions. The area will be surmounted with a roof in one span, with a cupola running the whole length of the building, 6 feet above the roof; and there will also be thirty-eight large sky-lights in the roof. The building will be lighted throughout with gas. The ground is being enclosed under the superintendence of Mr. Samuel Briggs.——St. Jude's Church, Moorfields, Sheffield, the foundation-stone of which was laid on Monday week, will be erected from a design by and under the superintendence of Mr. Mitchell. The style will be Early English, and the plan will form a cross, consisting of nave, 36 feet by 19 feet; transepts, 19 feet by 12 feet; chancel, 24 feet by 19 feet; aisles on each side of nave and chancel, 12 feet wide. At the intersection of base and chancel with the transept an octagon lantern tower, 19 feet by 19 feet, will be introduced, surmounted by a spire in wood covered with zinc plates. This tower and spire will rise 120 feet, affording light to the centre of the church. The bell-turrets will be at west end of nave. From the description, the arrangement would seem to follow that of Mr. Godwin's church at Brompton. The chancel will be laid in a plain pattern of Minton's tiles; and the pulpit (the steps to which will wind round one of the tower pillars) will be in Roche Abbey stone. The church will accommodate 600 persons on the ground-floor, and 350 adults and children in galleries.——The *Sheffield Times* has been authorized to present its readers with a detailed report on the main features of the drainage scheme for the town, lately noticed in THE BUILDER. The two main sewers, or great drains, with all their adjuncts, are estimated by Messrs. Harrison and Holmes to cost 11,304*l.* The dam, tanks, &c., for precipitating it in a deodorized state, would be a separate expense, amounting to 8,070*l.*, made up of—land, 1,933*l.*; dam, sump, tanks, &c., 2,253*l.*; engines and machinery, &c., 3,000*l.*; engine-houses, cottage and offices, &c., 500*l.*; incidentals, 384*l.*—— A Downham Market correspondent intimates to us that this town was lighted with gas for the first time on 5th inst. The works just completed have been under the superintendence of Mr. Child, of Southwold. The present charge is 8s. 4d. per 1,000 feet, to be measured by the company's meters alone.—— Stow Bardolph Church, two miles from Downham Market, is now being restored by Mr. Raphael Brandon, architect. Several paintings were found on the walls.——A new doorway is about to be put into Downham Church, south side of chancel.——The buyers of the great bell at York Minster, astonished at the continued silence of their protégé, memorialized the Dean and Chapter lately on the subject, according to the *Gateshead Observer*, praying that it might be used in striking the hours—the dwellers in the cathedral yard assuring their reverences that their ears would not be annoyed by the sound. The prayer was granted; but with this proviso—"That each residentiary be considered at liberty to stop the striking of the bell in the night during his residence, if the same be found an annoyance to himself or to any of his family."——The Woods and Forests have served notices claiming the land taken in from the river by the Cork, Blackrock, and Passage Railway Company, and have written to say that a valuator is instructed to come over and value the property for their lordships. The corporation of Liverpool, too, have completed a compromise with them by consenting to pay to their credit a sum of 160,000*l.* for land they took in from the river there.——On Wednesday week before last the neighbourhood of Meath-street and Thomas-street, Dublin, was alarmed by the unexpected fall of two houses, Nos. 1 and 2, Hanbury-lane, occupied by a crowded population of poor tenants. Three persons passing were unhappily crushed beneath the falling mass. The inmates were, with few exceptions, all injured, some fearfully bruised and cut.

BISHOP STILL'S ALMSHOUSE, WELLS.

THE south-eastern elevation of the almshouse at Wells, given in your last number but one, is stated to be that of Bishop Still, which is not the case. It was founded by Mr. Walter Brick as an almshouse for decayed burgesses in the year 1638. The almshouse which bears the name of Bishop Still is opposite the west end of Brick's almshouse, and the doorway in your engraving abuts upon the corner of it. Still's almshouse is a very plain building (for six inmates), having three doorways, over each of which is a freestone slab, containing (in the three) the following inscription:—

IOHN STILL LATE LORDE BISHOP OF THIS SEA FOR THE PRETYAL RELEEFE OF THE POORE OF THIS HOSPITAL GAVE 500*l.* WHEREWITH

NATHANIEL STILL ESQR HIS SONNE PURCHASED THIS HOVSE FOR 6 POORE MORE TO THE OTHER 24 POOR AND

FAITHFVLLY PEORMED HIS FATHERS WILL IN THIS CHARITABLE WORKE ANNO DNI 1614.

The almshouse, therefore, was purchased and converted to its present use. Bubwith's almshouse, called the "old almshouse," adjoins to Brick's, and has, during the last few years, been partly rebuilt, and the interior re-arranged, thereby affording greater space and comfort for the inmates. The chapel at the east end has lately been restored, and the east window filled with stained glass, in which are emblazoned the arms of the city as owners of the building; the arms of Bishops Bubwith, Still, and Willes, as donors, and the figure of St. Andrew from the seal of the dean and chapter, as also the arms of the present bishop, as patrons. The borders and quarries are copied from Bishop Still's library windows over the cloisters. The pews will be restored in accordance with the original ones. The public are indebted to the zeal and exertions of Mr. Edmund Davies, the governor, for these restorations, he having taken upon himself to procure subscriptions for carrying out the same. H.

OXFORD ARCHITECTURAL SOCIETY.

A MEETING of the Oxford Architectural Society was held at Oxford on the 24th ult.; the Rev. W. Sewell in the chair. Among other communications, a letter was read from the parish priest of Broughton Gifford, stating that an inscription in Lombardic characters had been discovered in one of the church bells, and requesting advice as to the best method of taking an impression of the same, and he had been advised to use warmed gutta percha, which, when allowed to cool, would form a mould from which a cast might be taken in plaster.

It was announced that a second series of elementary lectures on church architecture were in contemplation. Mr. J. H. Parker read a paper on the chief points of difference between the Early French style and the Early English style of Gothic architecture. The French churches of the thirteenth century are generally much more lofty than the English churches of the same period; and, in consequence, the buttresses are much more massive and important, and in the flying buttresses there are generally two arches, one over the other. The pillars are also much more heavy than the Early English pillars, and are frequently plain round masses, with classical capitals, and bases resembling the usual late Norman base. The early French churches have almost invariably an apse at the east end, and the windows of the apse are usually lancet-shaped, while the side windows are of two or more lights, with foliated circles over them. In England, the east end is usually flat, with either three lancet windows, or a large window with foliated circles in the head, and single lancet windows on the sides. A particular early kind of tracery is used much more abundantly in France than in England, and apparently a few years earlier.

The president stated, that a plan had been discovered for warming churches with gas, by means of which all flues and smoke were avoided.

Mr. Parker mentioned an ancient fire-place of the fifteenth century in a church at Salisbury, the chimney of which was carried up a buttress.

RAILWAY JOTTINGS.

FOURTEEN brick arches of a viaduct in course of construction, near Preston, by Mr. M'Cormick, for the East Lancashire line to Preston, fell suddenly a fortnight ago, "in consequence of the Ribble having overflowed its banks from the recent heavy rains." Two men were on the works at the moment, but both escaped. One jumped to the ground from a height of 30 feet, yet escaped unhurt. The resident engineer, Mr. Sturges Meek, writing to the *Albion* says—"I have this day examined these works, and find that the accident is not to be attributed to any fault in the execution of the fallen portion of the viaduct, but to the sub-contractors having, in the absence of any authority, withdrawn the centres from some of the arches before the mortar was properly set; the effect of the late heavy rains upon which has been to bring them down, together with others on each side of them."—— On Wednesday week the temporary viaduct over the river Calder was much damaged, it is said, by the heavy flood of the previous night. The water, by washing over the masonry of the newly-commenced stone bridge, a little above, and intended to replace the temporary viaduct, had so loosened and displaced the gravel in the bed of the river, at the foot of the piling, that several of the piles were thrown out of the perpendicular, and the whole fabric was much injured, and became insecure even for foot passengers. A foot-bridge, 3 feet in breadth, has since been constructed, and a new bridge for the railway is far advanced.—— A reduction, it is said, of some 10,000*l.* or 12,000*l.* will be effected this half-year in the locomotive expenses of the southern division of the London and North-Western line.——It is thought by some, says *Herapath*, that this is a favourable time for Railway Companies to purchase up their shares in the market, with surplus receipts or profits. Thus a Company whose shares are at an equivalent discount, could buy a million of capital for, say 500,000*l.*, and so *for half a million*, reduce the capital receiving dividend *by a million*, in other words, save half a million for the benefit of the legitimate holder.——The Chinese Exhibition is to be removed by rail, from Hull to Newcastle and Edinburgh, on a plan matured by the proprietor, and at a cost one-sixth only of the sum necessary in the usual way by horses on the old roads, sixty of which, at a cost of 900*l.* would have been requisite. An experimental trip has been made with one half of the collection. The entire train will consist of an engine and tender, with seventeen gigantic exhibition vans, suspended between eighteen trucks, and followed by a first and a second-class carriage, with horse-boxes and luggage-waggon. Each van is about 11 feet 3 inches high, and 9 feet 3 inches broad. Their average length is about 20 feet—two of them being about 25 and others 18. The tops will be 12 feet above the upper edge of the rails, between which and the bottom of the vehicles will be a space of 9 inches. Each van will be supported by four

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